City of Seattle
Edward B. Murray, Mayor

Seattle Department of Construction and Inspections
Nathan Torgelson, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Application Number:	3017747
Applicant Name:	Jodi Patterson-O'Hare, Permit Consultants NW
Address of Proposal:	4700 SW Admiral Way

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 3-story structure containing 83 assisted living units in an environmentally critical area. Parking for 37 vehicles to be provided. Existing structure to be demolished.

The following approvals are required:

Design Review – Board Review - (SMC 23.41)**.** Departures requested.
1. SMC 23. 45.527– Structure width.
2. SMC 23. 45.536B2a – Parking location.
3. SMC 23. 45.536C1 – Parking access.

SEPA - Environmental Determination - (SMC 25.05)

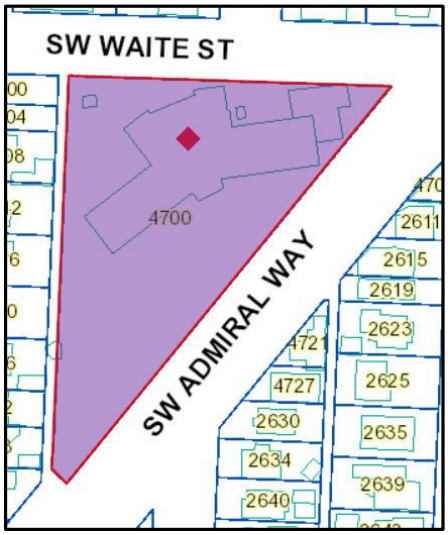
SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading or demolition, or involving another agency with jurisdiction.

BACKGROUND DATA

Site Description



The project is located on a triangular site bounded by SW Admiral Way, SW Waite Street and an alley. The site slopes downhill, northeast to southwest with steep slopes at the southern tip of the site.

The subject property is zoned Lowrise 1 (LR1). The site borders single family zoning (SF 5000) on the west, south and east. The LR1 zone extends to the north from this site for most of the block to the north. The site is approximately 64,469 square feet and is currently occupied by a vacant nursing home. Vehicle and pedestrian access to the site is available from SW Admiral Way, SW Waite Street and the alley. There are steep slope Environmentally Critical Areas (ECA) mapped at this site.

Vicinity Description

The surrounding development is a mix of lowrise, multifamily residential structures and single family structures. Single family homes dominate the area to the east, west and south.

Project description

The proposed project is a new three-story assisted living facility with several parking spaces at the entry court accessed from SW Admiral Way and service and additional parking off of an access drive next to the alley. The alley will not be used for access.

Project materials are available online by entering the project number at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp. Project materials are also available to view in the file, by contacting the Public Resource Center at Seattle DCI, 700 Fifth Ave., Suite 2000 Seattle, WA 98124-4019 or PRC@seattle.gov.

The applicant applied for early design guidance and met with the Design Review Board on July 24, 2015. The applicant applied for the Master Use Permit September 18, 2015.

Public Comment

Many public comment letters were received during the official comment period. Comments focused on traffic and parking impacts to the neighborhood, screening and privacy issues for neighbors, and bicycle access for employees.

ANALYSIS AND DECISION –DESIGN REVIEW

EARLY DESIGN GUIDANCE
The design review packet which includes materials presented at the design review meeting is available online by entering the project number (3017747) http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at Seattle DCI:

Mailing Address:	**Public Resource Center** 700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
Email:	PRC@seattle.gov

ARCHITECT'S PRESENTATION

The architect presented the site context and design program to the Board and public at the EDG meeting. She pointed out traffic patterns in the area, neighboring uses and opportunities and constraints of the site. Zoning of the site and vicinity and current and future pedestrian and vehicle transportation inform the uses and massing of the proposal. The architect presented massing options to find the best fit for the building and special operational needs of the future tenants. Most massing forms were a center house with two modified building wings running southwest and east-west.

Option one: Option one pulls the massing of the building to SW Admiral Way and has a drop off function at the corner of SW Admiral Way and SW Waite Street. A secondary wing of residential units is located along SW Waite Street. Surface parking is at the rear of the site along the alley.

Option two: Option two is a similar proposal, but the site parking is located off the alley and is tucked under the building at the rear of the site. The main building functions and bulk are pulled to the northwest of the site and appears to crowd the alley and SW Waite Street. A drive through entry court is contemplated with two curb cuts on SW Admiral Way.

Option three: Option three has a similar mass as the other options, but the building height is carved away along the west façade as it meets the alley. Parking is accessed next to the alley on the subject site. One curb cut is contemplated on SW Admiral for a drop off and small short term parking area.

PUBLIC COMMENT

Eleven members of the public were present at the EDG meeting. They offered the following comments:

- Reduce noise, light and glare at the alley to lessen impacts on alley neighbors.

- Exiting next to the alley should be carefully designed so sight lines are available for safe entry and exit for both alley and project traffic.
- Thank you for the design process. It is important for us to participate.
- Reduce bulk at the roof where views are most impacted.
- Where possible, reduce the sense of scale of the building along SW Admiral Way and at the rear of the building along the alley.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE

1. **Height, Bulk and Scale** (CS1 C; CS2 D; PL1 C)

The Board gave guidance to manage height, bulk and scale at the triangular site and continue with some of the proposed massing concepts.

a) Carve away the building to manage height, bulk and scale especially at the alley.
b) Continue stepping the building back from the alley as shown in option three.
c) Continue developing modulated forms along SW Admiral by using a variety of architectural methods.
d) Reduce the stair and elevator penthouses/overruns as much as possible on the site.
e) Provide secondary architectural elements to visually reduce scale.

2. **Service Uses (**DC1 B; DC1 C)

The Board was interested to see design measures to reduce impacts at the service and parking areas.

a) Explore methods to calm service functions near the alley.
b) Provide ways to provide noise mitigation for trash management, trash pick-up, employee break areas, generator enclosure, parking, etc.

3. **Architectural Concept** (DC4 C, DC2 A-E)

The Board was pleased with the initial design concept sketches and general massing in the third option.

a) Continue with the preliminary sketch for the building concept.
b) Include secondary architectural elements for scale and interest.
c) Judicially use color to enhance the building design.
d) Design the rooftop elements to reduce bulk.

e) Specify high quality materials especially at the front entry court paving, landscaping, site furniture etc.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-DTrees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of Early Design Guidance the following departures were requested:

1. **Structure Width (SMC 23.45.527):** The Code allows 45 feet maximum width. The applicant proposes 305.5 feet along SW Admiral Way with modulation.

The Board indicated that they are favorable to the departure request with more information from the applicant indicating how the departure helps the project better meet guidance. The Board understood the programmatic needs of the residents and the triangular shaped site constraints.

2. **Parking location and access (SMC 23.45.536):** The Code does not allow parking to be located between a structure and a street lot line. The applicant proposes 6 short term parking stalls in a front courtyard.

The Board indicated they are favorable to the concept with further information from the applicant indicating how the departure helps the project better meet guidance.

3. **Parking location and access (SMC 23.45.536):** The Code requires alley access. The applicant proposes one curb cut on SW Admiral Way to a front courtyard and street access next to the existing alley.

The Board indicated they are favorable to the courtyard entry and short term concept with further information from the applicant indicating how the departure helps the project better meet guidance. The Board additionally supports access next to the existing alley to help mitigate impacts and will be interested in further information from the applicant.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.

RECOMMENDATION

The applicant presented the proposed design and reviewed the opportunities and constraints of the site, pedestrian environments, façade, materials development, site access, and open space concept, and the design response to the early design guidance. The Board clarified a few questions on landscaping, design, fencing, and interior uses.

PUBLIC COMMENT

Public comments were overall positive for the project proposal. Comments included the following:

- The building is beautiful and will be a good fit in the neighborhood. There may be impacts to parking in the area. There may be a lot of aid car calls.
- There are noise and privacy concerns for residents across the alley specifically the generator noise and Aegis residents looking into the residents' yards and homes.
- Avoid light trespass from the development onto neighboring residents.

Board Deliberations

Height, Bulk and Scale
Board deliberations centered on appropriateness of height, bulk and scale, and building details. The Board thought the project responded to early guidance with a well-proportioned project and good detail. The Board appreciated the building mass, scale and façade modulation rhythm. They supported the general building form with residential wings and noted that the mass sat well on the triangular corner site. The Board approved of the stepped layers of the building on the west side. (CS1 C; CS2 D; PL1 C)

Service Uses
The Board approved the service use location and access off of Waite Street. They approved of the property line screening fence and asked for more landscape screening at that location and reminded the landscape architect to verify that there is enough good soil for trees. The Board supported the steeper driveway and fewer bicycle parking stalls than required for this site and project. **(**DC1 B; DC1 C)

Architectural Concept
The Board approved of the full landscaping plan. They supported the stucco building materials and reminded the design team to make sure the stucco finish was well detailed at the base for longevity, form, and function. The Board confirmed that the stucco joint pattern should be retained and to maintain the window headers as shown. They asked the applicant to adjust the

design of the property line fence so that the memory care fence and the property line fence have some common design elements to link them across the site. The Board asked the applicant to plant more mature trees to hasten the screening they will provide. (DC4 C, DC2 A-E)

DEPARTURES
SUMMARY OF REQUESTED DEPARTURES

	Standard Requirement	Required or allowed	Request	Rationale for Departure	Board Direction
1	SMC 23.45.527 Structure width	45 feet maximum	305.5 feet on Admiral Way	CS2.C relationship to the block. The project sits well on the triangular corner site. CS2.D The dominant mass and entry with small drop off best suits Admiral Way in height, bulk and scale. DC2. A reduced perceived massing with large scale modulation and reduced height.	Unanimous recommendation to approve
2	SMC 23.45.536 B2a Parking Location	Surface parking may not be located between structure and street lot line	6 short term parking stalls in-between building and street.	CS2.B Connection to the street is better to have some drop off and a formal front door arrival sequence. PL3.A entry at the recognizable location on the site. DC1.C Parking and service uses are tucked into the grade while entry is separate.	Unanimous recommendation to approve
3	SMC 23.45.536 C 1 Parking Access	Alley access required	Street access on Admiral and Waite.	DC1.C Admiral Way main entry and Waite Street service and parking entry provide a better fit at the site and helps preserve neighborhood privacy.	Unanimous recommendation to approve

Board Recommendation:

The recommendation summarized above was based on the design recommendation packet dated February 4, 2016 and the materials shown and described by the applicant at the Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Design Review Board members recommended APPROVAL of the subject design. In addition, the three (3) member Board supported the departure requests and **recommended approval with no conditions** of the design to the Director.

ANALYSIS AND DECISION –DESIGN REVIEW

The Director of Seattle DCI has reviewed the design and finds that it is consistent with the *Seattle design review guidelines*.

The project applicant is striving to create a high quality residential building (assisted living residence) on a visible and important site. The project makes use of the site topography as a starting point for the building massing by stepping the building down slope and locating vehicular access at the low side of the site (CS1-C). The proposed design strengthens the street pattern by presenting a variable façade along SW Admiral Way which includes an entry, entry drop off and short term parking and modulated building forms to the north and south of the entry courtyard. The main residential entry and canopy and residential building massing respond to the urban site context with defensible space and a large articulated entry and patio courtyard(CS2-A).

The façade has substantial glazing to create a strong connection to the street and public realm (CS2-B). Building fenestration has been designed and detailed to capture light and to help create a strong connection to the overall building concept (CS2-B). At the building's west facade the building steps back at the upper level to visually ease the sense of height and bulk. The design uses secondary architectural elements to visually reduce the building scale (CS2-D). The proposed design has high quality and durable materials such as stucco and wood to shape the building (DC4 C, DC2 A-E). A full and striving landscape plan provides scale to the facades and provides screening where appropriate (DC4 C, DC2 A-E).

The proposal includes design measures which help reduce impacts of the service and parking area. The applicant has requested a departure to take access from SW Waite next to the alley to avoid impacting the alley and the single family residents who use it. The Board has recommended approval of the departure. The applicant is building a new, short retaining wall at the alley, and a fence and planting for screening. Efforts to manage noise include enclosing the trash collection and emergency power generator (DC1 B, DC1 C).

Residential units are designed to be identifiable, within the whole, with large expanses of transparent glazing (PL3-C). Building uses are well sited for views, zone transition adjacencies, vehicle access and parking, and light and air for residents (DC-1, DC-2).

Departures are requested for structure width along SW Admiral, parking location, and parking access. The structure width along SW Admiral Way is highly modulated north and south of the entry courtyard. The deep modulation helps the project meet guidance CS2 to strengthen the urban pattern and form of smaller residences and multifamily structures in the area. Alley access is required, but the applicant has asked for a departure to access the rear parking and service areas via a curb cut next to the alley on SW Waite Street. The Board has recommended approval of the departure because it takes the traffic, noise and glare off of the alley to calm functions at that location. (DC1 B, DC1 C). The Board recommended approval of the third departure request to allow vehicle access and parking on SW Admiral Way. The entry and drop off function is

important to the residential program and visitors. The short term parking is useable, well-designed and controlled. (DC1 B, DC1 C).

The Director determines that the project has satisfactorily responded to the early design guidance given by the Review Board. The Director approves the proposed project and grants the requested departures.

DECISION – Design Review

The application is **GRANTED.**

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated September 17, 2015 and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC25.05.665) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The overview policies states, in part "*Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,"* subject to some limitations. Under such limitations/circumstances (SMC 25.05.665), mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Short-term Impacts

Temporary or construction-related impacts are expected: 1) demolition and construction activities could result in the following adverse impacts; 2) construction dust and storm water runoff, temporary soil erosion, emissions from construction machinery and vehicles, increased particulate levels during excavation and construction, increased noise level, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. These impacts are not considered significant because they are temporary and/or minor in scope (SMC 25.05.794).

City codes and/or ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Code and Grading Code, the Street Use Ordinance, and the Building Code. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts.

The other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, additional parking demand generated by construction personnel and equipment, increased use of energy and natural resources, increased greenhouse gas emissions) are not sufficiently adverse to warrant further mitigation or discussion.

Greenhouse gas emissions
Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Grading
Excavation to construct the residential structure will be necessary. The project will generate approximately 33,985 cubic yards of grading, 24,095 of cut and 9,890 of fill. The soil removed may be reused on the site and if not will be disposed of off-site. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Noise
Construction activities including construction workers arrival and departure, construction equipment and machinery, and general construction noise will occur. These impacts are not considered significant because they are temporary and/or minor in scope and are subject to the Seattle Noise Code. No conditioning of the noise during construction element of the project is warranted pursuant to SEPA policies.

Traffic and Parking
The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and construction materials transport. Excavation and fill activity will require approximately 3,399 round trips with 10-yard hauling trucks or 1,699 round trips with 20-yard hauling trucks. Conditioning of the traffic and parking construction element of the project is warranted pursuant to SEPA policies. A Construction Management Plan (CMP) will be prepared by the applicant and approved by SDOT and Seattle DCI.

Earth
The applicant will submit a geotechnical engineering study to address soil foundation support considerations, site preparation, grading erosion control and drainage recommendations as part of the building permit. Erosion control measures and BMP's as required by the City of Seattle will be incorporated into the project's erosion control and development plans to protect off-site properties and to manage stormwater during construction.

Review of the submitted report and approval of the resultant plans and construction methods will be subject to the standards of the Stormwater, Grading, and Drainage Control Code. No further mitigation for the purposes of SEPA compliance is warranted.

Long-term Impacts

Long-term or use-related impacts are anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

Transportation and Parking
The proposed project is located on SW Admiral Way and SW Waite Street both two way streets. SW Admiral is classified as a minor arterial. The proposed development is projected to generate approximately 213 daily vehicle trips, of which 11 would occur in the morning peak hour and 18 in the afternoon peak hour. The former nursing home use generated 290 daily trips, 18 AM and 23 PM peak hour trips. Therefore the anticipated daily trips are expected to decrease. The traffic will impact the surrounding street network, but is not determined to be significant enough to require mitigation. The traffic report notes that the applicant is providing the code required parking amount on site. Additionally the report notes that there is on-street parking in the immediate vicinity for occasional overflow. The project is not expected to adversely affect intersection operations. No mitigation pursuant to SMC 25.05.675 R is warranted.

Greenhouse gas emissions
Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Historic Preservation
In accordance with SEPA Historic Preservation Policy (SMC 25.05.675 H.2.c) the Department of Neighborhoods staff for the Landmarks Preservation Board reviewed buildings slated for removal on the project site. Based on the review, staff has determined that is it unlikely that the current buildings would meet the standards for designation as an individual landmark, due in large part to loss of historic materials and integrity. Staff determines no mitigation is required.

Other long-term impacts are typical of development and will be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater and Grading Codes (stormwater runoff from additional site coverage by impervious surface); Design Review Program (height; setbacks; access to parking); and the Seattle Energy Code (long-term energy consumption); and the Environmentally Critical Area Regulations.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request and in the public electronic file.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – Design Review

None.

CONDITIONS – SEPA

Prior to issuance of a demolition or grading permit

1. Submit a Construction Management Plan (CMP) to Seattle Department of Transportation at SDOTPermits@seattle.gov for review and approval prior to issuance of this permit. For the CMP Standard Element Guide see http://www.seattle.gov/transportation/CMP.htm Please submit the SDOT approved CMP to SDCI.

Holly J. Godard Date: March 28, 2016
Senior Land Use Planner
Department of Construction and Inspections

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.